

may also be received by the electronic equipment in the driver's vehicle. Transmitters **70** may transmit messages that contain data (e.g., 32 bits of data or other suitable amounts of data). The data may relate to the status of the transmitting vehicle. Examples of data that may be included in a transmitted message include: information on the vehicle such as vehicle identification number, license plate number, driver name, type of vehicle, make and manufacturer of vehicle, year of vehicle, whether the vehicle is or is not an emergency services vehicle, siren status (on/off), speed of vehicle, driver status (student driver, etc.), weight of vehicle, size of vehicle, vehicle width and/or length, transmitter location (front right corner, etc.), information on the present state of the vehicles steering wheel, brakes, throttle, and other driving controls, or other information related to the transmitting vehicle or its surroundings. Each transmitted message may be received by the receiver in the driver's vehicle for processing.

[0049] At step **104**, satellite navigation system signals, received wireless signals gathered from transmitters **70** with receiver **68**, and/or other information such as vehicle driving status information may be analyzed and suitable action take. During the operations of step **104**, control circuitry **40** in the driver's vehicle may use satellite navigation system data to determine the location and velocity of the driver's vehicle (e.g., to display the driver's vehicle on a map as part of an alert or displayed navigation directions). Vehicle status information may be analyzed to determine the direction of travel, speed, and other parameters related to the vehicle's driving status.

[0050] During signal processing operations, control circuitry **40** may extract data that was embedded within the messages transmitted by transmitters **70**. The receiving vehicle may determine signal strength (e.g., received signal strength indicator values) for each received wireless message. Information on the speed of the driver's vehicle and other operating status information may also be processed. Signal strength information (RSSI values) and information on which transmitters were used to transmit the RSSI values may be used to identify whether nearby vehicles are present and, if present, may be used to ascertain the location of the nearby vehicles, the types of the nearby vehicles that are present, and other information related to the nearby vehicles. This information may then be processed to take suitable action. For example, control circuitry **40** can determine whether collisions are impending or whether situations that require a user's attention are present.

[0051] Examples of actions that may be taken by the driver's vehicle at step **104** include controlling the driving behavior of the driver's vehicle and presenting an alert. For example, the driver's vehicle may automatically apply the driver's breaks if it is determined that a nearby vehicle is about to collide with the driver's vehicle. Alerts may be presented to inform the driver of nearby vehicles, the presence of emergency services vehicles, vehicle activity in the driver's blind spot, or other information of interest to the driver. Information may be presented visually using one or more displays, audibly using speakers, or using other input-output circuitry **32** in the driver's vehicle.

[0052] As indicated schematically by line **106** of FIG. **10**, the operations of steps **102** and **104** may be performed repeatedly (e.g., continuously) during the use of vehicle **10** by the driver.

[0053] The foregoing is merely illustrative of the principles of this invention and various modifications can be made by those skilled in the art without departing from the scope and spirit of the invention. The foregoing embodiments may be implemented individually or in any combination.

1. (canceled)

2. A method for operating a moving vehicle that has receiving electronic equipment, wherein the moving vehicle is driven on a road, the method comprising:

with the receiving electronic equipment of the moving vehicle, receiving first and second wireless messages that respectively specify first and second locations within another object on the road; and

with the receiving electronic equipment of the moving vehicle, using the first and second locations specified in the first and second wireless messages to determine a location of the other object on the road relative to the moving vehicle.

3. The method defined in claim **2**, further comprising: based at least partly on the location of the other object on the road relative to the moving vehicle, presenting an alert by using a display in the moving vehicle to display graphics.

4. The method defined in claim **3**, wherein the other object on the road comprises an emergency services vehicle, and wherein presenting the alert comprises:

presenting information on the display in the moving vehicle alerting a driver of the moving vehicle to the emergency services vehicle.

5. The method defined in claim **3**, wherein the other object on the road comprises a nearby vehicle that is passing the moving vehicle, and wherein presenting the alert comprises: presenting information on the display alerting a driver of the vehicle to the passing of the nearby vehicle.

6. The method defined in claim **2**, wherein the other object on the road comprises a nearby vehicle with a plurality of transmitters, wherein the nearby vehicle comprises a plurality of regions, wherein a first transmitter of the plurality of transmitters is located at a first region of the plurality of regions, wherein a second transmitter of the plurality of transmitters is located at a second region of the plurality of regions, and wherein the first and second wireless messages respectively specify the first and second regions within the nearby vehicle.

7. The method defined in claim **6**, wherein determining the location of the other object on the road relative to the moving vehicle comprises:

determining a first distance from the first transmitter to the moving vehicle;

determining a second distance from the second transmitter to the moving vehicle; and

based on the first and second distances, determining the location of the other object on the road relative to the moving vehicle.

8. The method defined in claim **7**, wherein determining the first and second distances comprises:

analyzing the received wireless messages to generate corresponding received signal strength indicator information.

9. The method defined in claim **2**, further comprising: based on the determined location of the other object on the road relative to the moving vehicle, intervening in driving activities of the moving vehicle.